

The TESLA Dogbone Damping Ring

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for the TESLA Collaboration
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Outline



The Dogbone

Issues:

- Kicker Design
- Dynamic Aperture
- Emittance Dilution due to Stray-Fields
- Collective Effects
 - Space Charge
 - Impedance
 - Ion effects
 - Electron Cloud

The TESLA Bunch Train

- SC Technology:
 - long RF pulses and thus long bunch trains
 - low frequencies and thus small wake-fields

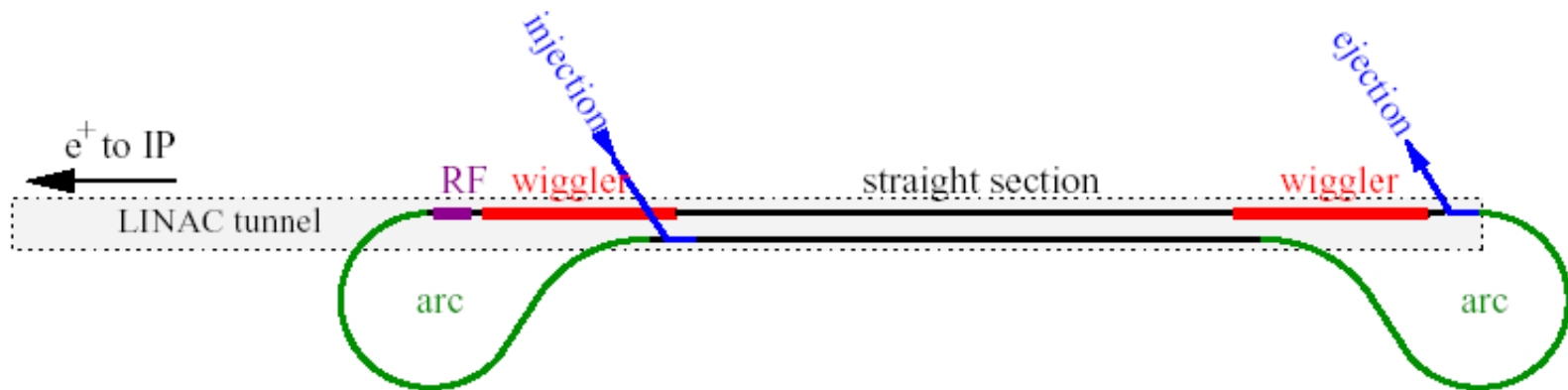
Benefits:

- High power transfer efficiency
- Straight forward intra-train feedback
- Relaxed LINAC tolerances

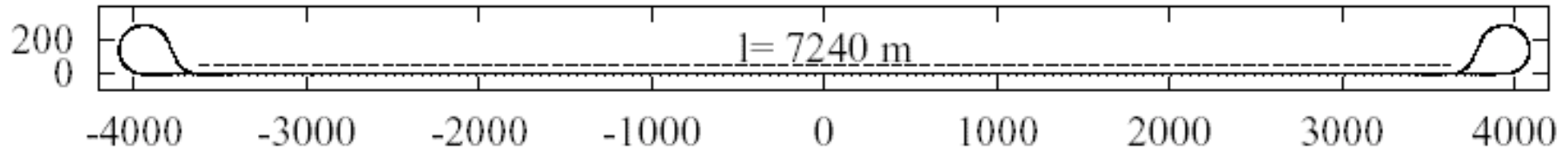
Requires a damping ring (system) which is capable of damping the approximately 1 ms long bunch train at once.

The TESLA Bunch Train

- TESLA bunch train $2820 \times 337 \text{ ns} = 950 \mu\text{s}$
 $\Rightarrow 285 \text{ km long}$
- Extract every bunch separately, bunch spacing given by shortest kicker rise/fall time
 $\Rightarrow 20 \text{ ns} \times 2820 \approx 56 \mu\text{s} \Rightarrow 17 \text{ km long}$
- Save tunnel cost: DR in main linac tunnel and short return arcs $\Rightarrow \text{dogbone}$



Dogbone Design

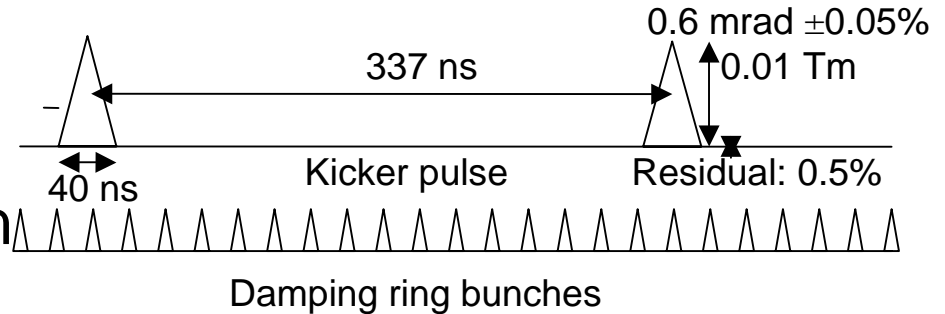


- **Arc lattice** defines momentum compaction (bunch length), chromaticity correction, small emittance
- **Wiggler** section to provide damping
- **Long straight** as simple transport line
- Very flexible design: more wigglers, collimation, length chicane,...
- Large energy (5 GeV) to mitigate space charge effects
 - No Intra-beam scattering
 - Touschek-lifetime 30 min

Kicker R&D (1)

Kicker specifications

- 0.05% amplitude stability
- 3MHz pulses, 5Hz repetition



Kicker technology available

- Strip-line
- Ferrite loaded C-yoke



Pulser development based on commercial available MOSFET switches (Behlke)

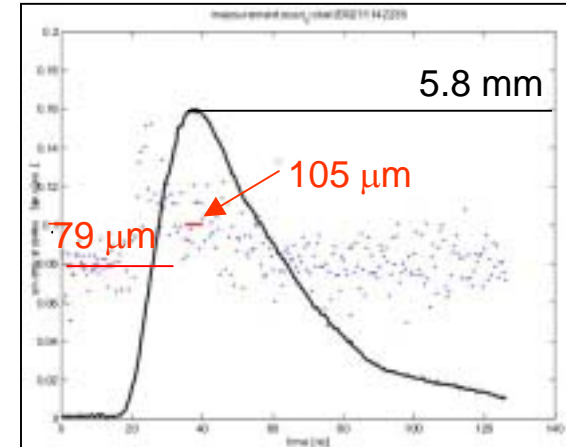


Kicker R&D (2)

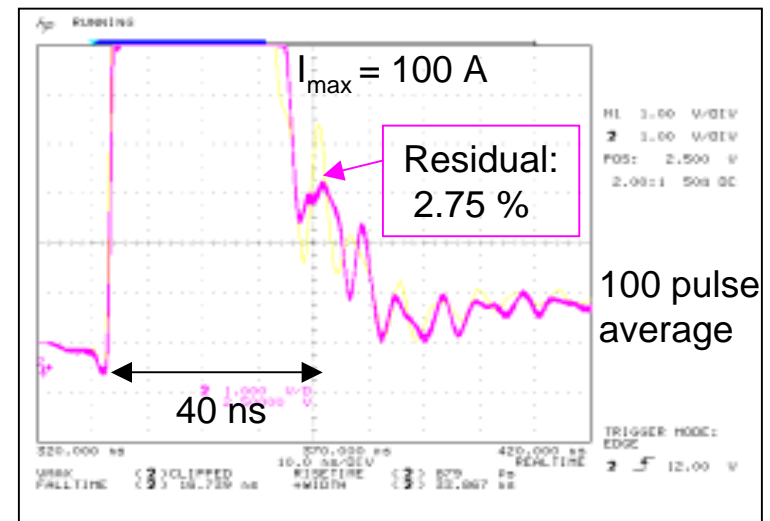
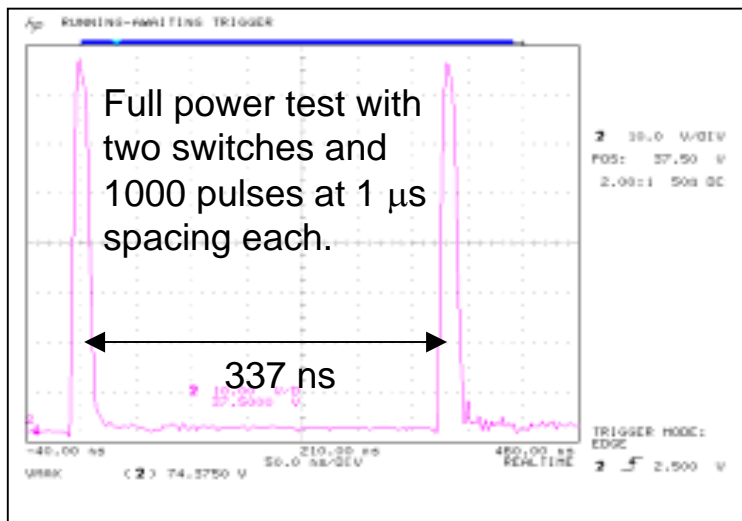


Kicker system measurements with beam at TTF 1

- measurement of kicker strength with BPM
- scan of the kicker pulse width with a timing step of 0.5 ns
- 30 pulses for each data point
- Measured amplitude jitter (1 Kicker) : 1.2%
30 Kicker : 0.2 %



Pulser results



Kicker R&D (3)

	System Specification	Kicker Measured	Next Steps
Pulse length	40 ns	30 ns	
Rise time (10%-90%)	8 ns	4.9ns	
Micro pulse	3 MHz	2 MHz	3 switches parallel
Macro pulse	5 Hz	5 Hz	
Amplitude stability ($1/10 \sigma_x$)	0.05 %	1.2 % (0.2% for 30 kickers)	<ul style="list-style-type: none"> •No effort so far •Apply clipping techniques •Apply 180deg kicker
Residual kick	0.5 %	2.75%	Beam based correction

Fast kicker prototype successfully tested

Dynamic Aperture

Incoming positron beam emittance requires large acceptance

- Possibility to over produce e^+ and collimate

Dynamic aperture limited by wiggler insert

Optimize wiggler parameters

- Optimisation of wiggler field shape has never been done
- Increase of wiggler period length (>40cm) possible

Optimize lattice design

- Smaller beta-functions
- Insert non-linear elements (octupoles)

Rings with lots of wiggler damping are operating (CESR) or will come into operation (PETRA III, 2008)

Diagram illustrating the layout of the T-car 1 test cell, showing dimensions and key components:

- Overall Dimensions:**
 - Width: 520 cm
 - Height: 190 cm
 - Bottom Width: 445 cm
 - Right Side Height: 125 cm
- Internal Dimensions and Spacing:**
 - Top Left Spacing: 30 cm
 - Top Right Spacing: 80 cm
 - Left Side Height: 125 cm
 - Central Vehicle Width: 151 cm
 - Vehicle Height: 275 cm
 - Right Side Height: 125 cm
- Key Components and Labels:**
 - Damping Ring:** Indicated by a blue arrow pointing to a blue ring at the top right.
 - Klystron & Pulse Transformer:** Indicated by a blue arrow pointing to a large blue component on the left.
 - T car 1:** A pink car model positioned in the center.
 - Person:** A human figure standing next to the car for scale.
 - Medical Kit:** A first aid kit icon on the right side.

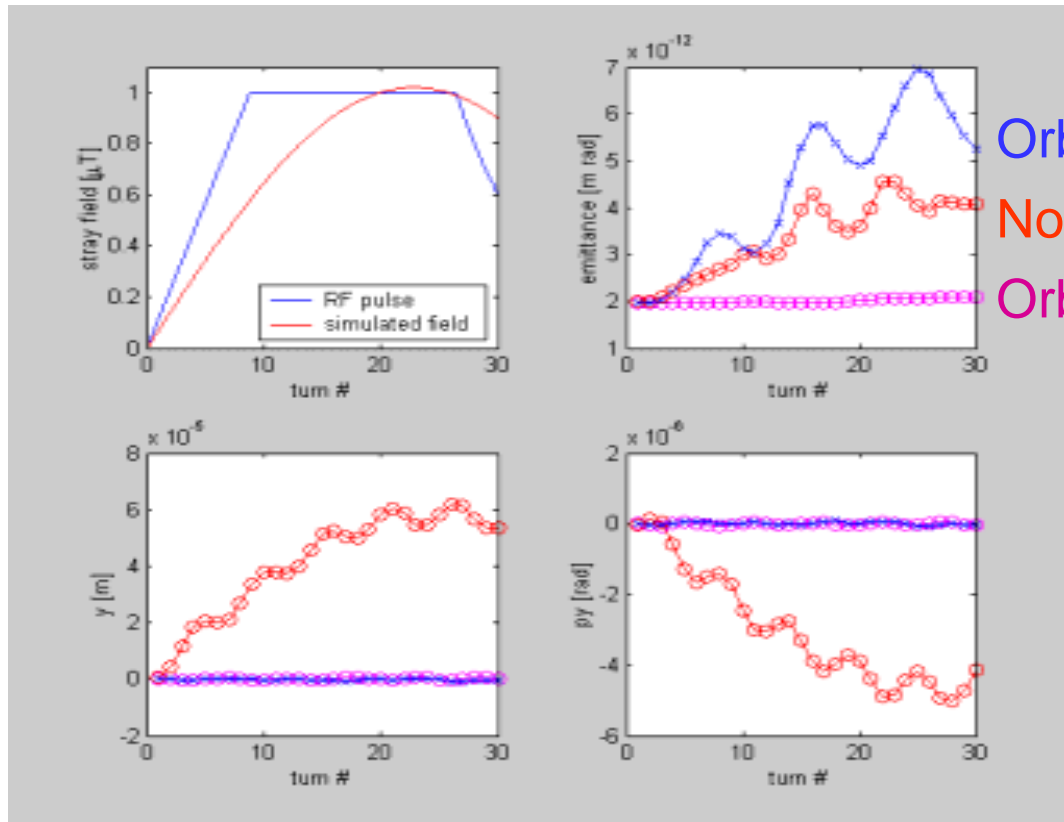
Magnetic fields arising from LINAC pulse cause orbit/dispersion perturbation at ejection

Figure 3. Output voltage in normal and expanded scales. 20 kV/div, 2 kV/div, 0.5 ms/div



Time Varying Stray Fields (2)

Simulation of ejection process



Orbit correction at Ejection Point

No correction

Orbit & Dispersion correction at EP

Worst case scenario: average factor 2.5 in $\varepsilon_y \Rightarrow < 30\%$ lumi loss

Time Varying Stray Fields (3)

Cures:

- Shielding (magnetic shielding difficult but eddy current shielding possible (2cm Cu/Al))
- Repetitive component (most?) can be compensated by fast kicker scheme (2 fast dispersive bumps in/at extraction)
- Second tunnel solution for DR (adds roughly ~150 MEuro)

Space Charge Tune Shift (1)

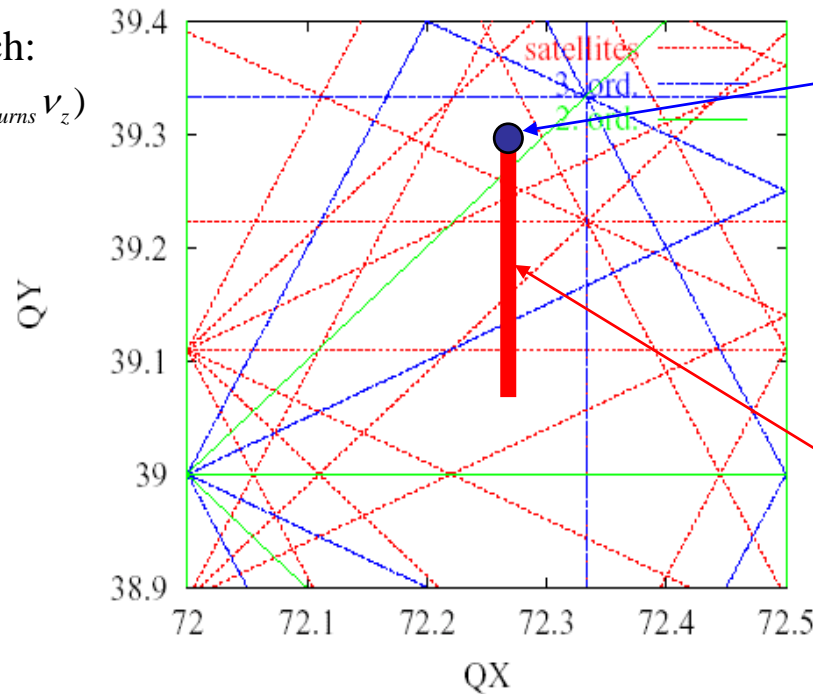
Longitudinal position within bunch:
Synchrotron oscillations $z = z_0 \cos(2\pi \#_{\text{turns}} \nu_z)$

Circumference: large

$$\Delta Q \propto \frac{CN_e}{\gamma^2 \sqrt{\epsilon_x \epsilon_y}} \frac{e^{-\frac{z^2}{2\sigma_z^2}}}{\sigma_z}$$

Energy: small

Emittance: small



Nominal
tune

Tune spread
with fully
damped beam

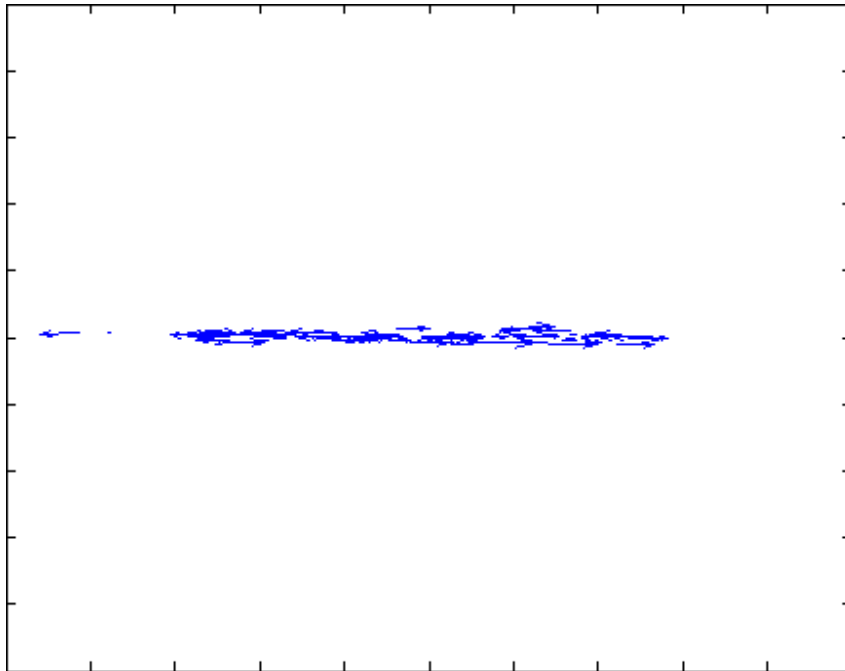
- Direct space charge force large because C/γ^2 is unusual large
- Synchrotron oscillations vary the particle position within the bunch, leading to incoherent tune spread, increasing while the beam is damped
- Particle amplitude growth when crossing resonances

Space Charge Tune Shift (2)

- Proton synchrotrons operate with incoherent tune spread **around 0.5**
- **Experience from PETRA II proton synchrotron:**
 - Proton beam energy 7 GeV
 - Incoherent tune spread 0.1
 - Lifetime about 5 – 10 minutes
- **A tune spread below 0.1 prevents amplitude increase**
- **Decrease the space charge tune shift:**
 - Increase ε_y by factor 4 (always works)
 - This is worst case scenario, leads to 40 % lumi loss
 - Increase energy (difficult arc lattice, more RF,....)
 - Decrease ring length (kicker, e-cloud, ions)
 - Increase beam size locally

Space Charge– Local Coupling

1. Skew quadrupole triplet
2. Straight section (Linear Optics)
Inverse skew quadrupole triplet
3. Inverse skew quadrupole triplet



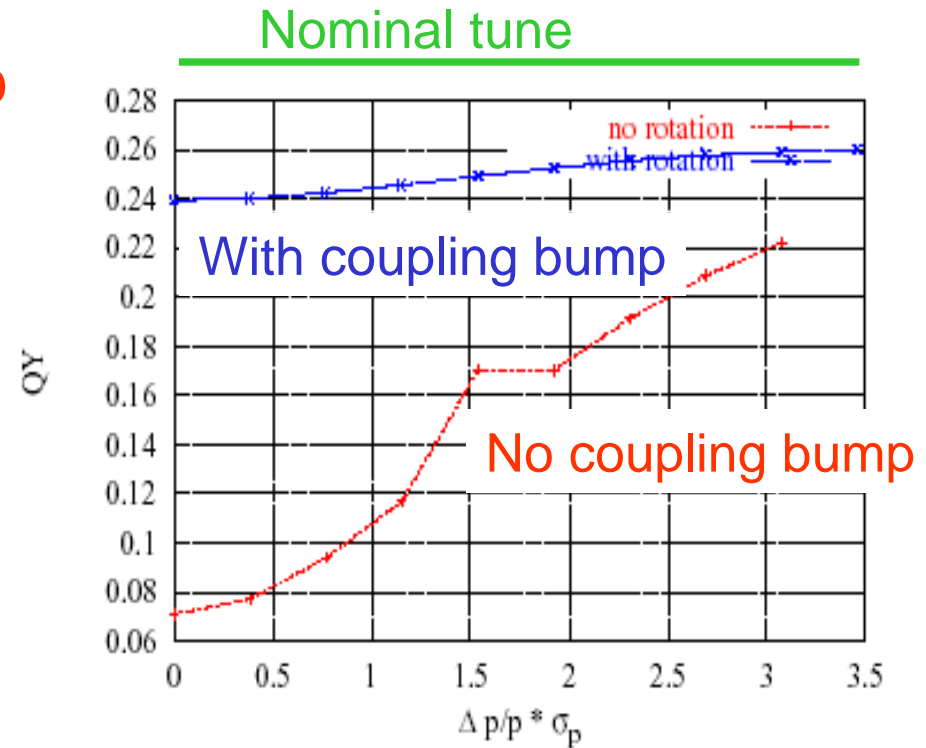
Red: No local coupling

Blue: Local coupling

- **Simple, tunable linear optics**
- $\nu_x - \nu_y < 0.02$ gives 10% emittance increase
- **Solenoid compensation in colliders more advanced, nevertheless betatron coupling ratios of well below 0.5% reached (DAΦNE, LEP, ...)**
- **Orbit/Dispersion correction requires 4×4 algorithm**

Space Charge - Tracking Results

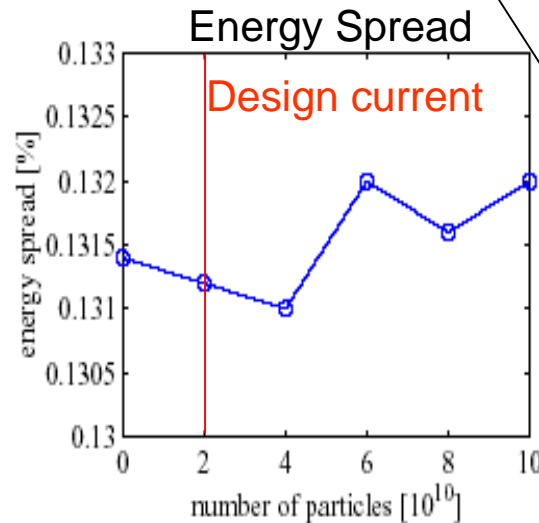
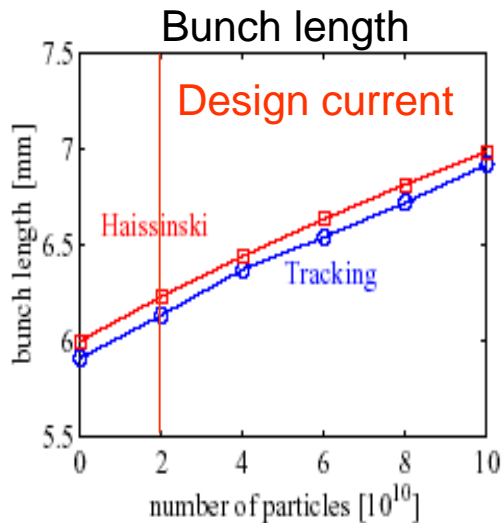
- Application of **coupling bump** keeps space charge tune shift below 0.1
- **No amplitude increase observed** in tracking



Particle tune versus initial longitudinal amplitude

Collective Effects-Single Bunch

- **longitudinal microwave instability**
factor 5 below threshold from tracking
- **bunch lengthening**
not observed in tracking simulations



Impedance budget	
Non-inductive components	$Z_{ }/n$ m Ω
RF cavities	2.0
Resistive wall	5.4
Kickers	≈ 17
Total	≈ 25
Inductive components	$Z_{ }/n$ m Ω
Bellows	≈ 11
BPMs	≈ 12.5
Other components	≈ 5
Total	≈ 28.5

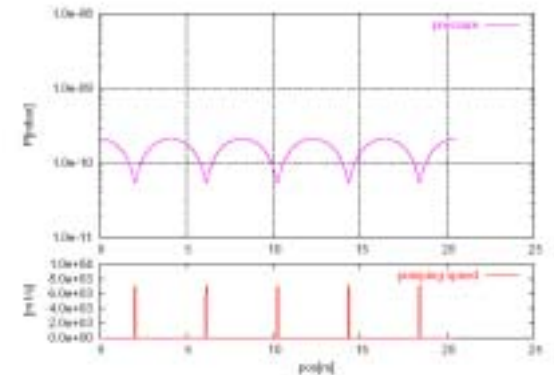
$Z_{||}/n$ is the effective impedance (machine impedance averaged with bunch spectrum) per unit length

- transverse mode-coupling threshold 96,000 K Ω , $Z_{\perp} \approx 4,000$ K Ω

- TDR design pressure of 10^{-9} mbar
- **Ion Trapping:** Train gap of ≈ 600 ns needed to clear ions
- **Tune Shift:** In straight accumulated ions produce a **tune shift of 0.28** at end of bunch train.
- **Fast Ion Instability:** Calculated growth time of the order of $100 \mu\text{s}$ (for all DR). More studies needed.

Cures:

- Vacuum pressure of 10^{-10} mbar in straight, 10^{-9} mbar in arc
 - More pumps, ante-chamber in arc
 - Cost increase
- Intra-train clearing gaps



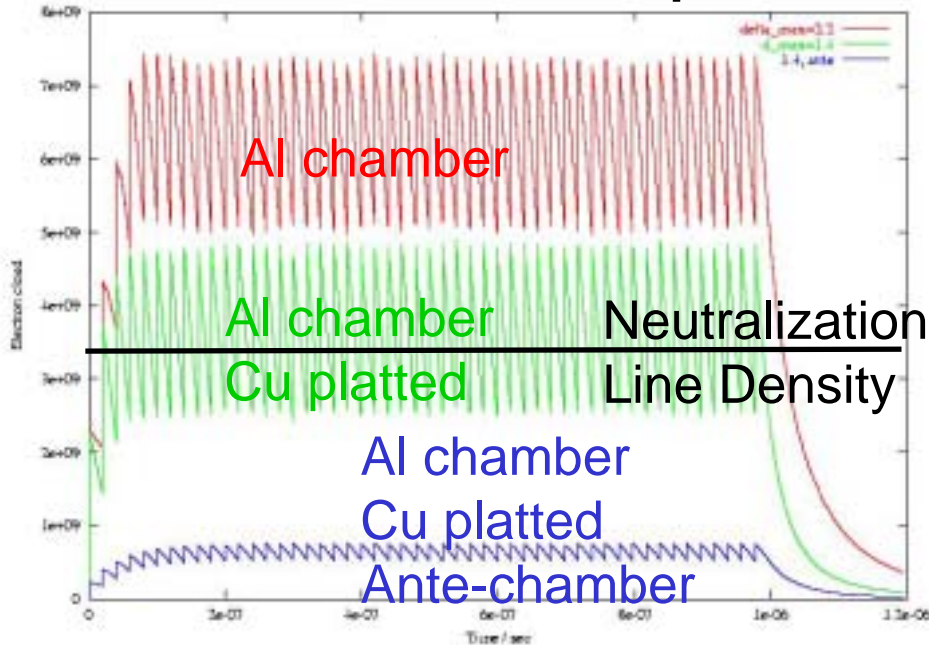
Ion effects can be mitigated by proper vacuum system design

Electron Cloud

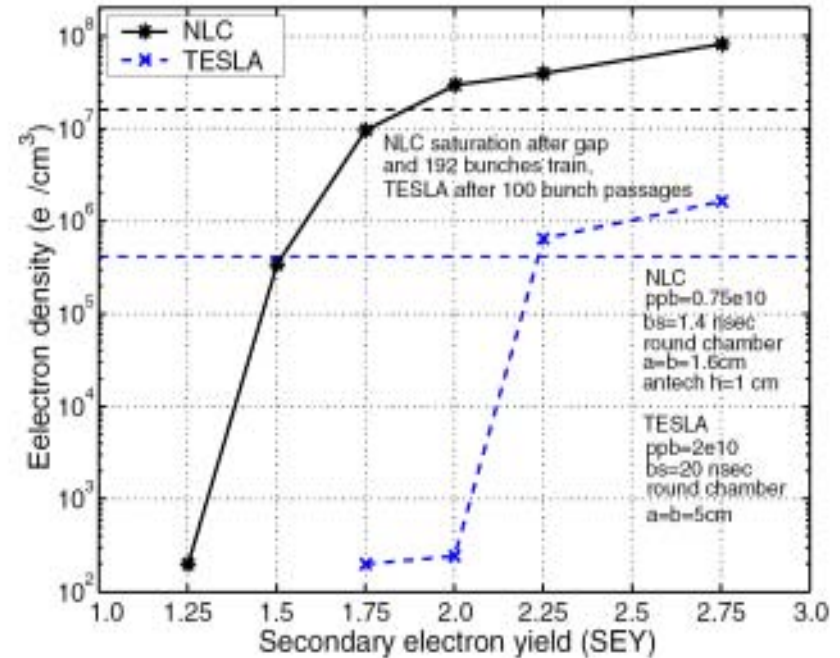
- E-cloud is a world-wide observed and studied effect (next ICFA workshop April, part of EuroTeV proposal), with controversy results
- Issue for all DR, large TESLA Dogbone bunch-spacing helps preventing the e-cloud build-up
- Machines which suffered from e-clouds found ways to mitigate the effect
- E-cloud effects studied in collaboration with CERN
- Build up of the electron cloud occurs depending on
 - Vacuum chamber layout (geometry, ante-chamber,...)
 - Vacuum chamber material (Secondary emission yield)

Electron Cloud – Build Up

Electron Cloud Build Up in Arc

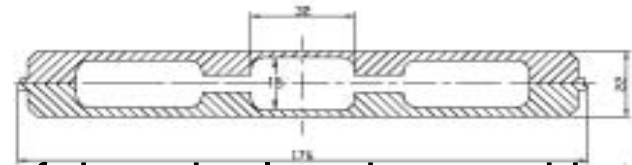


Electron Cloud in Straight



Wiggler Section

- Ante-chamber design in the TDR
- Trapping of electrons in some sections of the wiggler observed in some simulations



Electron-Cloud Induced Instabilities



Effective wake leading to strong head-tail instability calculated assuming various e-cloud densities

	Arc	Straight	Wiggler	TESLA DR
Length / m	1900	14560	540	17000
Scenario 1: neutralization density everywhere				
cloud charge density / 10^{12} m^{-3}	2.7	0.4	5.8	0.85
effective wake field / threshold wake	0.577	0.59	0.359	1.526
Scenario 2: neutralization density in wiggler				
cloud charge density / 10^{12} m^{-3}	0.75	0.01	5.8	0.28
effective wake field / threshold wake	0.161	0.014	0.359	0.521

50 % above
threshold

100 % below
threshold

- Single bunch head-tail instability threshold not reached even with neutralization in wiggler
- Multi-bunch growth rate within damping capabilities of MBFB system

E-cloud effects in the TESLA e⁺ DR can be mitigated by proper design of the vacuum system

ILCTRC Ranking 2 – All DR

- Simulation studies and experiments to understand the magnitude of electron cloud effects
 - Worldwide effort going on (ICFA, EuroTeV, ...)
- Further simulations and experiments of the fast ion instability
 - To be performed
- Damping ring extraction kicker stability (at level of $<10^{-3}$) requires continued studies including experiments
 - Prototype build, test at TTF or PETRA possible
- Additional simulations of emittance correction in the damping rings are needed as well as experiments in existing machines
 - Continuing effort, experiments at light sources, ATF, PETRA and HERA possible

ILCTRC Ranking 2 – TESLA Specific

- Development of a damping ring kicker with very fast rise and fall times
 - Prototype build and successfully tested
- Further dynamic aperture optimization of the ring
 - Optimization of wiggler etc. to be performed
 - (“This issue requires an aggressive effort to optimize the TESLA DR wiggler and/or lattice design. Such an effort is expected to produce a satisfactory solution”, ILCTRC)
- Energy and luminosity upgrade to 800 GeV puts tighter requirements on DR alignment tolerances, and on suppression of electron and ion instabilities. Further studies are required.
 - 800 GeV parameter set to be adjusted

Summary



- TESLA Dogbone is a cost-effective solution for the TESLA damping ring
- Mature design including industrial studies for many components
- Based on world-wide experience with storage rings
- Unique features attract attention of many accelerator physicists world-wide
- ILCTRC has not identified any showstoppers